

CLASSIFIED MESSAGE

Approved For Release 2002/06/18 : CIA-RDP74B00447R000100010019-1

TO: OSA/DDSA

TOP SECRET

ROUTING	
1	DDSA
2	DDA
3	Idea
4	DDA
5	FD
6	DDSYT
7	
8	D/R/Kia
9	
10	CC
11	RB
12	"
13	
14	
15	
16	

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

DATE: 27 FEBRUARY 1966

TO: [REDACTED]
FROM: DIRECTOR

CONF

INFO:

25X1A

OSA 1-20

3332

25X1A PRIORITY [REDACTED] INFO [REDACTED] CITE [REDACTED] 25X1A

25X1A [REDACTED] IDEALIST [REDACTED]

541A

25X1A REF A: [REDACTED]
25X1A B: [REDACTED] NOT SENT [REDACTED]

25X1A FOR [REDACTED] FROM MR. A CUNNINGHAM, ACTING

1. REGARDING YOUR RECOMMENDATION THAT HQS GROUNDING BE LIFTED 28 FEB, AND THAT NORMAL OPNS AT [REDACTED] BE RESUMED 1 MARCH, HQS 25X1A CANNOT CONCUR AT THIS TIME FOR FOLL REASONS:

A. AT PRESENT TIME, 27/2200Z, SEARCH PARTY HAS NOT LOCATED SUFFICIENT STRUCTURAL WRECKAGE TO PERMIT ANALYSIS ~~XX~~ OF FAILURE CAUSES. AS NOTED REF B, BAD WX IN SEARCH AREA IN FOOTHILLS, WITH VISIBILITY DOWN TO ABOUT 50 FEET, HAS DRASTICALLY LIMITED EFFECTIVE SEARCH. PORTIONS OF ENGINE WERE FOUND BEFORE DARK ON 26 FEB, BUT NO SIGN OF WINGS AND FUSELAGE OR TAIL SECTION. SEARCH WILL CONTINUE UNTIL ENOUGH WRECKAGE IS FOUND TO ENABLE ~~XX~~ INVESTIGATION BE MEANINGFUL.

COORDINATING OFFICERS

TOP SECRET

RELEASING OFFICER

GROUP 1
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25X1A
25X1A

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J. A. CUNNINGHAM JR.

OSA DDS&T

27 FEBRUARY 1966

TOP SECRET

ROUTING	
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4	12
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8	16

P R O C E S S E D	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO: [REDACTED]

FROM: DIRECTOR

CONF:

INFO:

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TO: INFO

CITE

25X1A
25X1A

B. GEN. ~~XXXXXXXX~~ LEDFORD AND [REDACTED] WHO VISITED [REDACTED]

AFTER ACCIDENT, LEFT WITH NO FIRM CONCLUSION ABOUT WHAT MAY HAVE CAUSED WHAT APPEARS TO HAVE BEEN SOME FORM OF CATASTROPHIC FAILURE. ORIGINAL THOUGHT WAS THAT PILOT MIGHT HAVE BEEN CAUGHT IN JET WASH AFTER REFUELING BREAKOFF, BUT AFTER HIS AND TANKER CREW DEBRIEFING, THIS POSSIBILITY RULED OUT. THEREFORE, NO WAY OF TELLING IF CAUSE OF RIGHT WING FAILURE, APPARENTLY ALL WAY TO WING ROOT, COULD BE COMMON TO REST OF FLEET. 342 WAS OUR OLDEST BIRD, AND HAD SUSTAINED LANDING ACCIDENT [REDACTED] SOME TIME AGO WITH MAJOR STRUCTURAL REPAIR THEREAFTER, SO THIS FACT MUST BE EXAMINED IN EVIDENCE AS WELL.

2. PILOT HAD REPORTEDLY REFERRED TO "GUSTS" AND "VIBRATION" OF SOME SORT PRIOR TO ACFT BREAKUP, BUT SINCE HQS HAS NOT HEARD DEBRIEFING AS YET, CAN ONLY ADD THESE ITEMS TO LIST OF UNKNOWNNS AT MOMENT. IN ANY EVENT, FOR US TO RESUME FLIGHTS WITHOUT SOME

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DMG: J. A. CUNNINGHAM JR.

UNIT: OSA/DDS&T

EXT: [REDACTED]

DATE: 27 FEBRUARY 1966

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P R O C E D U R E	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

25X1A

25X1A

TO: [REDACTED]

FROM: DIRECTOR

CONF:

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TO INFO CITE

BETTER HANDLE ON POSSIBLE PROBLEM COMMONALITY THAN WE HAVE NOW WOULD APPEAR UNWISE, SINCE ANY ACCIDENT FOR WHATEVER REASON WHERE PILOT MIGHT BE KILLED WOULD LEAD TO SUPPOSITION THAT TWO WERE SOMEHOW CONNECTED.

3. SUGGEST YOUR EXPLANATION TO [REDACTED] AND OTHERS BE 25X1A
342
IN LOW KEY THAT FURTHER FLIGHTS UNTIL WRECKAGE/LOCATED WOULD NOT BE ADOPTING BEST CONSERVATIVE COURSE. WILL KEEP YOU IN THE LOOP AS DEVELOPMENTS OCCUR, AND WILL DISCUSS WHOLE MATTER WITH GEN. LEDFORD ON HIS RETURN 28 FEB.

END OF MESSAGE

25X1A

[REDACTED]

JAMES A. CUNNINGHAM JR.

AD/OSA

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